

ಶ್ರೀ ಕೆ ಪ್ರಭಾಕರ್—ಅದು ಮಂಖ್ಯವಾಗಿ ಇರತಕ್ಕದ್ದು ಜಿಲ್ಲೆ ಮತ್ತು ತಾಲ್ಲೂಕುಗಳನ್ನು ರೀಗ್ರೂಪ ಮಾಡುವುದಕ್ಕೆ ಗ್ರಾಮ ಪಂಚಾಯಿತಿಗಳವರೊಳಗೆ ಆ ತತ್ವಗಳನ್ನು ಅನುಸರಿಸಿ ತಮ್ಮ ಕುಂದು ಕೊರತೆಗಳನ್ನು ಸರ್ಕಾರದ ಗಮನಕ್ಕೆ ತರಬಹುದು ಅದರಲ್ಲಿ ಈ ಗ್ರಾಮ ಪಂಚಾಯಿತಿಗಳ ವಿಚಾರ ಈಗಿರುವ ಟರ್ಮ್ ಆಫ್ ರೆಫರೆನ್ಸ್ ಎನ್ನುವುದರಲ್ಲಿ ನೇರವಾಗಿ ಬರುವುದಿಲ್ಲ.

ಶ್ರೀ ಬಿ. ಬೈರಪ್ಪಾಜಿ—ಸರ್ಕಾರದ ದೃಷ್ಟಿಯಲ್ಲಿ ತಾಲ್ಲೂಕು ವೈಯಬಲ್ ಯೂನಿಟ್ ಆಗಬೇಕಾದರೆ ಎಷ್ಟು ಜನಸಂಖ್ಯೆ ಇರಬೇಕು ಮತ್ತು ಜಿಲ್ಲೆ ವೈಯಬಲ್ ಯೂನಿಟ್ ಆಗಬೇಕಾದರೆ ಎಷ್ಟು ಜನಸಂಖ್ಯೆ ಇರಬೇಕು ಅಥವಾ ತಾಲ್ಲೂಕು ಮತ್ತು ಜಿಲ್ಲಾ ವೈಯಬಲ್ ಯೂನಿಟ್‌ಗಳೆಂದರೆ ಯಾವುವು?

ಶ್ರೀ ಕೆ ಪ್ರಭಾಕರ್—ಈಗಿರುವ ತಾಲ್ಲೂಕುಗಳ ಜನಸಂಖ್ಯೆ ಸರಾಸರಿ ಎಷ್ಟೆಂಬುದು ಮಾನ್ಯ ಸದ ಸ್ಮರಿಗೆ ಗೊತ್ತಿದೆ ಕೇವಲ ಚಿಕ್ಕ ತಾಲ್ಲೂಕು ಎಂಬ ಬಗ್ಗೆ ಮಾಹಿತಿಯನ್ನು ಸಮಿತಿಯವರು ಸರ್ಕಾರಕ್ಕೆ ಕೊಟ್ಟಿಲ್ಲ ಅದಕಾರಣ ಅದನ್ನು ಈ ಅಂಶದಲ್ಲಿ ಹೇಳುವುದಕ್ಕಾಗುವುದಿಲ್ಲ.

ಶ್ರೀ ಎಂ. ಬಿ. ರಾಮಸ್ವಾಮಿ—ಈ ವಾಸುದೇವ್‌ರಾವ್ ಕಮಿಷನ್ ಯಾವಾಗ ತನ್ನ ಕಾರ್ಯವನ್ನು ಪ್ರಾರಂಭಿಸಿತು ಮತ್ತು ಅದು ಸರ್ಕಾರಕ್ಕೆ ತನ್ನ ಪೂರ್ಣ ವರದಿಯನ್ನು ಕೊಟ್ಟಿದೆಯೇ ಅಥವಾ ಅದಕ್ಕೆ ಏನಾದರೂ ಅಡಚಣೆ ಉಂಟಾಗಿದೆಯೇ, ಹಾಗೆನಾದರೂ ಪೂರ್ಣ ವರದಿ ಬಂದಿದ್ದರೆ ಎಷ್ಟು ದಿವಸಗಳಲ್ಲಿ ಕಾರ್ಯವು ಮುಗಿಸು ತೆಗೆದುಕೊಳ್ಳುತ್ತೀರಿ?

ಶ್ರೀ ಕೆ. ಪ್ರಭಾಕರ್.—ಅದಷ್ಟು ಬೇಗ ಅದನ್ನು ಸರ್ಕಾರ ಪರಿಶೀಲನೆ ಮಾಡುತ್ತದೆ.

Motor Vehicle Accidents

123. SHRI T. R. SHAMANNA (Fort) — Will the Minister for Transport and Tourism be pleased to state.—

(a) whether it has come to the notice of the Government that the accidents of motor vehicles are on the increase in the State ;

(b) if so, the steps taken to minimise the accidents ?

SRI M. MOHAMMED ALI (Minister for Transport & Tourism).—

(a) Yes

(b) The following steps have been taken to minimise the accidents :

(i) Speed traps are held frequently by District Police and Flying Squads, in order to book all the over speeding vehicles.

(ii) Special Checks are conducted to book rash and negligent driving and over-loading with the co-operation of Public Works Department and Municipal authorities.

(iii) Sign Boards and Signal Boards are erected near the accident prone spots.

(iv) Traffic week is being conducted every year in order to educate the road users in road rules and regulations.

(v) Severe punishment is inflicted on rash and negligent Drivers and in case of a major accident it is being contemplated to cancel the driving licence.

(vi) The Driving Licences are issued to the persons, competent to drive and who are aware of the traffic signs and traffic signals.

(vii) The Karnataka Motor Vehicles Rules have been amended to insist on two years minimum experience in driving medium motor vehicles for the grant of driving licences to drive heavy motor vehicles.

(viii) Instructions have been issued to all the enforcing authorities for the strict compliance of the working hours of the drivers.

ಶ್ರೀ ಟಿ. ಆರ್. ಶಾಮಣ್ಣ.—ನನ್ನ ಪ್ರಶ್ನೆಗೆ ಉತ್ತರವಾಗಿ ಮೋಟಾರ್ ವಾಹನಗಳಿಂದ ಆಗುತ್ತಿರುವ ಅಪಘಾತಗಳು ಹೆಚ್ಚುತ್ತಿವೆ ಮತ್ತು ಅವನ್ನು ತಡೆಗಟ್ಟಲು ಕೆಲವು ಕ್ರಮಗಳನ್ನು ತೆಗೆದುಕೊಂಡಿದೆ ಎಂಬುದನ್ನು ಮಾನ್ಯ ಮಂತ್ರಿಗಳು ತಮ್ಮ ಉತ್ತರದಲ್ಲಿ ತಿಳಿಸಿದ್ದಾರೆ. ಆದರೆ ಎಷ್ಟು ಕ್ರಮಗಳನ್ನು ಕೈಗೊಂಡರೂ ಕೂಡ ದಿನೇ ದಿನೇ ಈ ವಾಹನ ಅಪಘಾತಗಳಿಂದ ಹೆಚ್ಚು ಆಗುತ್ತಿರುವ ಪುಣ್ಯ ಹಾನಿಯನ್ನು ತಡೆಗಟ್ಟುವುದಕ್ಕೆ ಆಗುತ್ತದೆಯೇ ಎಂಬ ಬಗ್ಗೆ ಮಾನ್ಯ ಮಂತ್ರಿಗಳು ಏನು ಹೇಳುತ್ತೀರಿ ?

† SRI M. MOHAMMED ALI.—It is not possible to all together avoid accidents. There are various reasons which result in both fatal and minor accidents. The increase is only 0.6 percent when compared to previous year. In view of the increase of heavy vehicles and other traffic vehicles the number of vehicles on the road has been considerably increased. In some cases road condition is also not good. Secondly rash driving is also one of the reasons. These are the factors which contribute for the increase in accidents. Anyhow, particularly in Bangalore City, a number of fatal accidents have been reduced. After making helmets compulsory and as I have replied, we will direct the concerned authorities to enforce these traffic regulations so that accidents are minimised. Compared to the accidents in other States, accidents in Karnataka are less.

SRI T. R. SHAMANNA.—Since most of the accidents are due to rash and negligent driving and since in many cases it is due to mechanical defect, will the Government think of taking very drastic steps to see that they are penalised heavily so that the rash driving and mechanical defects may be rectified as far as possible ?

SRI M. MOHAMMED ALI.—Yes. I have myself made a proposal that if a driver is responsible for a fatal accident on account of the rash and negligent driving, his licence should be cancelled for ever. That would have been a deterrent effect. But some legal difficulty is there and the permission of the Government of India is necessary. The matter might have been referred to it, I am not sure about what action has been taken. I have suggested to take action and perhaps that will make the drivers more cautious.

ಶ್ರೀ ಬಿ. ಬೈರಪ್ಪಾಜಿ.—ಅಪಘಾತಗಳು ಆಗುವುದಕ್ಕೆ ಮೆಕ್ಯಾನಿಕಲ್ ಡಿಫೆಕ್ಟ್ಸ್ ಮತ್ತು ವೇಗವಾಗಿ ಬಸ್ಸುಗಳನ್ನು ಓಡಿಸುವುದು ಕಾರಣವಾಗಿದೆ, ಇದರ ಜೊತೆಗೆ ಡ್ರೈವರ್‌ಗಳು ಕಂಡಿದು ಬಸ್ಸುಗಳನ್ನು ಡ್ರೈವ್ ಮಾಡುತ್ತಾರೆ. ಇದರಿಂದ ಅಪಘಾತಗಳು ಜಾಸ್ತಿಯಾಗುತ್ತಿವೆ ಎಂದು ತಾವೇ ಈ ಮನೆಯಲ್ಲಿ ಬಪ್ಪಿಕೊಂಡಿದ್ದೀರಿ. ಆದ್ದರಿಂದ ಕಂಡಿದು ಬಸ್ಸುಗಳನ್ನು ನಡೆಸತಕ್ಕ ಡ್ರೈವರ್‌ಗಳಿಗೆ ಏನು ಶಿಕ್ಷೆ ಯಾಗಿದೆ ? ಎಷ್ಟು ಜನ ಡ್ರೈವರ್‌ಗಳನ್ನು ಈ ರಾಜ್ಯದಲ್ಲಿ ಕೆಲಸದಿಂದ ತೆಗೆದಿದ್ದೀರಿ ಎಂದು ತಿಳಿಸುತ್ತೀರಾ ?

SRI M. MOHAMMED ALI.—The Special Police Squad on Mysore and Tumkur roads, particularly during night time, are checking drivers and other things. How many have been prosecuted for driving under the influence of liquor. I am not in a position to give a reply I want notice.

ಶ್ರೀ ಕೋಣಂದೂರು ಲಿಂಗಪ್ಪ.—ನಮಗೆ ಸ್ಯಾಟರ್ಸ್ ಮತ್ತು ಮೋಟಾರ್ ಸೈಕಲ್‌ಗಳ ಮೇಲೆ ಒಡಾಡುವುದಕ್ಕೆ ಹೆಲ್ಮೆಟ್ ಅನ್ನು ಕೊಟ್ಟಿದ್ದೀರಿ, ಹಾಗೆಯೇ ನಿಮ್ಮ ಬಸ್‌ಗಳಲ್ಲಿ ತಿರುಗಾಡತಕ್ಕವರಿಗೆ ಅವರ ಶರೀರಕ್ಕೆ ವಜ್ರಕವಚವನ್ನು ಏನಾದರೂ ಇಟ್ಟುಕೊಳ್ಳುವುದಕ್ಕೆ ಅವಕಾಶ ಮಾಡಿಕೊಡುತ್ತೀರಾ ?

SRI M. MOHAMMED ALI.—One advantage of making this helmet compulsory is that, the moment a person uses the helmet, the speed of the scooter is very much limited. May be he may be having a psychological effect. But so far as the road Transport Corporation is concerned, they have been asked to start Training Centres and give refresher courses, so that they get better training. Instruction has also been given that in case there has been any accident on account of mechanical failure the concerned mechanical staff must be punished.

ಶ್ರೀ ಎಂ. ಬಿ. ರಾಮಸ್ವಾಮಿ.—ಅಪಘಾತಗಳು ದಿನೇ ದಿನೇ ಹೆಚ್ಚಾಗುತ್ತಿವೆ. ಫ್ಲಯಿಂಗ್ ಸ್ಪಾಟ್‌ಗೂ ಮತ್ತು ಚಿಕಿಂಗ್ ಸ್ಪಾಟ್‌ಗೂ ಹೊಂದಾಣಿಕೆ ಇಲ್ಲದಿರುವುದರಿಂದಲೂ ಅಪಘಾತಗಳು ಜಾಸ್ತಿಯಾಗುತ್ತಿವೆ ಎಂದು ಗೊಂದಲವುಂಟಾಗಿದೆ. ಇದಕ್ಕೆ ತಾವು ಏನು ಹೇಳುತ್ತೀರಾ ?

SRI M. MOHAMMED ALI.—That will be looked into and it will be ensured that co-ordinated action is taken. Mostly, so far as rash and negligent driving is concerned, it is the Police Department which deals with all those problems and they have been given instructions to see that they become very firm in dealing with all people who drive rashly, whether the drivers belong to the State Transport Corporation or whether they are private operators.

ಶ್ರೀ ಜಿ. ಎಲ್. ಕಬಾಡಿ.—ಟ್ರೈನಿಂಗ್ ಕ್ಲಾಸ್ ಬಗ್ಗೆ ತಾವು ಹೇಳಿದ್ದೀರಿ. ರಾಜ್ಯದಲ್ಲಿ ಈ ಕ್ಲಾಸ್ಸ್ ಅನ್ನು ಎಲ್ಲೆಲ್ಲಿ ಯಾವಾಗ ತೆಗೆದಿದ್ದೀರಿ ಎಂಬುದನ್ನು ತಿಳಿಸುತ್ತೀರಾ ?

SRI M. MOHAMMED ALI.—I am not sure. Subject to verification, I may say that there are two training classes, one at Hubli and the other at Bangalore by the K. S. R. T. C. The Police Department has also started a training class for training Drivers of the Police Department.

SRI T. R. SHAMANNA.—Since most of the accidents, particularly in Bangalore City are due to the Road Transport Corporation buses, will the Government take serious steps to see that mechanical defects and other defects and also traffic difficulties are all overcome in Bangalore City, so that accidents may be minimised.

SRI M MOHAMMED ALI.—The hon'ble Member may remember that there was an accident at Malleswaram. After that, instructions have been given that more stress should be laid on the maintenance of vehicles, and if a vehicle is not looked after before it leaves the Depot, early morning action must be taken against the Depot-Manager and the mechanical staff, because in that case responsibility will not be the driver, but of the mechanical staff.

MADAM SPEAKER.—The Questions are over. Before we go to the next item, I would call upon the Hon. Minister for Health to make the statement which he promised to make today.

Statement by the Minister for Health :

re : delay in laying notification under the Municipality Act.

SRI H. M. CHANNABASAPPA (Minister for Health).—**MADAM SPEAKER**

As per the assurance given to the House yesterday, I make the following statement :—

The Town Municipal Council, Karkala, was superseded in Government Order No. PMA 13 TEL 76, dated 5-7-1976, under section 316 of the Karnataka Municipalities Act, 1964, as the Town Municipal Council, Karkala failed to exercise effectively its duties and functions imposed on it under the provisions of the Karnataka Municipalities, Act 1964 and the Rules made there under. The Tahsildar, Karkala Taluk was appointed a Administrator, Town Municipal Council, Karkala, to discharge the duties and functions of the President under the provisions of the Karnataka Municipalities Act, 1964. No writ petition has been filed in respect of the supersession order passed by the Government in this behalf.

The Town Municipal Council, Coondapur was superseded under Section 316 of the Karnataka Municipalities Act 1964 in Government Order No. HMA 221 TAO 76 dated 1-9-1976, as the Town Municipal Council, Coondapur, failed to exercise effectively its duties and functions imposed on it as required under the provisions of the Karnataka Municipalities Act, 1964, and the rules thereunder and Tahsildar, Coondapur Taluk, was appointed as administrator to discharge the duties of the President, Town Municipal Council, Coondapur, under the provisions of the Karnataka Municipalities Act, 1964. In the meanwhile, the President, Town Municipal Council Coondapur, filed Writ Petition No. 2811/76(M) dated 8-9-1976 in the High Court of Karnataka Bangalore, and the High Court passed an interim order staying the operation of the supersession order passed by the Government in respect of Coondapur Town Municipal Council. The